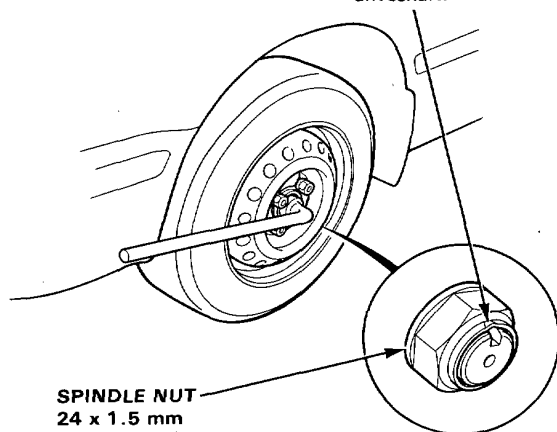




Knuckle/Hub Replacement

1. Pry the spindle nut stake away from the spindle, then loosen the nut.

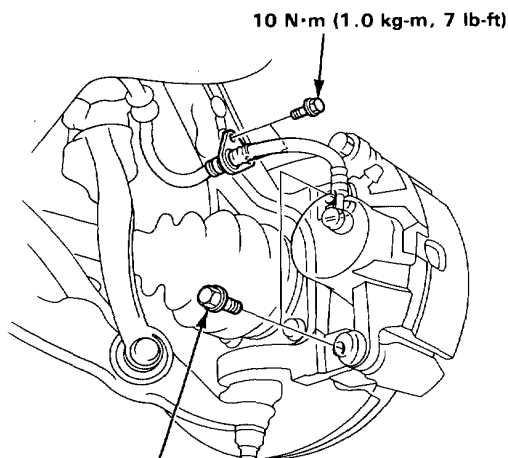
After tightening, use a drift to stake spindle nut shoulder against the driveshaft.



SPINDLE NUT
24 x 1.5 mm
245 N·m (25 kg-m, 180 lb-ft)
Replace.

2. Loosen the wheel nuts slightly.
3. Raise the front of car and support on safety stands in proper locations.
4. Remove the wheel nuts, wheel, and spindle nut.
5. Remove the caliper mounting bolts and hang the caliper assembly to one side.

CAUTION: To prevent accidental damage to the caliper assembly or brake hose, use a short piece of wire to hang the caliper assembly from the under-carriage.

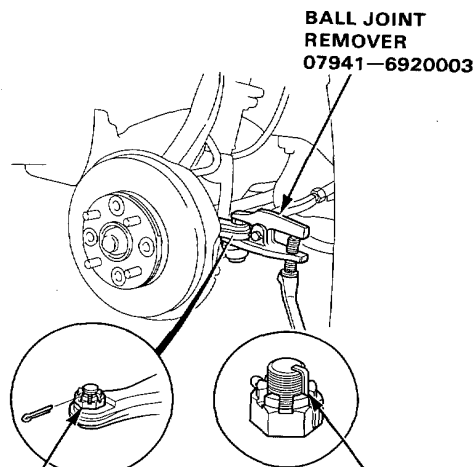


CALIPER MOUNTING BOLT
110 N·m (11.0 kg-m, 80 lb-ft)

6. Remove the cotter pin and the tie-rod ball joint nut.
7. Break loose the tie-rod ball joint using the special tool, then lift the tie-rod out of the knuckle.

CAUTION: Avoid damaging the ball joint boot.

NOTE: If necessary, apply penetrating type lubricant to loose the ball joint.

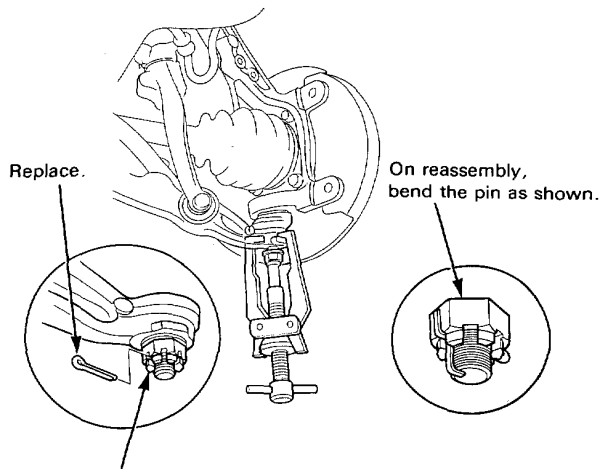


BALL JOINT NUT (CASTLE NUT)
44 N·m (4.4 kg-m, 32 lb-ft)

On reassembly, bend the pin as shown.

8. Remove the cotter pin and loosen the lower arm ball joint nut half the length of the joint threads.
9. Separate the ball joint and lower arm using a puller with the pawls applied to the lower arm.

CAUTION: Avoid damaging the ball joint boot.



BALL JOINT NUT (CASTLE NUT) 12 x 1.25 mm
55 N·m (5.5 kg-m, 40 lb-ft)

On reassembly, bend the pin as shown.

(cont'd)